



URBAN DESIGN BRIEF (OCT. 2016)

PROPOSED COMMERCIAL DEVELOPMENT

1310 ADELAIDE STREETN., LONDON ON



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- PRELIMINARY ELEVATIONS
- PRELIMINARY RENDERINGS

SECTION 1 - LAND USE PLANNING CONTEXT

1.1 Subject Lands

Municipal Address: 1310 Adelaide Street North

Site Dimensions: rectangular site with a frontage of 74.9m (245.7ft) along Adelaide Street North, and a depth of 91.4m (299.9ft). The total site area is 1.3ha (3.2ac).

Current Zoning:

- Open Space (OS4(2))

Proposed Zoning to be Utilized:

- Site Specific OS4(#)

The OS4(#) Zone would be modelled after the Neighbourhood Shopping Area (NSA1) Zone which provides for and regulates a range of neighbourhood-scale retail, personal service and office uses which are primarily intended to provide for the convenience shopping and service needs of nearby residents. Shopping centres are the permitted form of development; however, stand-alone buildings may also be permitted at appropriate locations normally near the perimeter of the property to satisfy urban design goals to create a street edge and screen parking lots.

Site Characteristics:

- Topography – the subject lands are generally flat, but are prone to flooding. However, York Developments has undertaken design measures respecting UTRCA guidelines to ensure

appropriate flood proofing measures are integrated into both the design of the commercial plaza and the associated parking area.

- Layout – the site is irregular in shape and has frontages on Adelaide Street North and flankage on Windermere Road.
- Landscaping – there is existing landscaping on the subject property, with several trees and other types of vegetation. Space taken for the new commercial building would be offset by the removal of an existing parking area, and the removal of the existing gym and residential buildings on the subject property. These areas would be sodded and landscaped. Existing trees would be retained wherever feasible. It is worth noting that half the subject property is being dedicated back to the City for public open space use. It should be noted that given the extensive grading works needed to be done for flood proofing, the tree preservation plan and subsequent landscape plan will be determined when detailed design work is done, and will be provided as the Site Plan Approval stage.
- Existing Buildings – As was mentioned above there are two buildings on the subject property and a number of accessory structures including a garage and shed. All existing buildings and structures are planned to be removed. There is a shed on UTRCA lands that will be used for parks planning purposes, and will be used to store landscaping material and equipment.

- **Surrounding Land Uses:**

- North – commercial and recreational development – restaurant with associated golfing facility
- South – recreational soccer/ sports fields
- East – baseball diamond and sports field (Dan Pulham Field)
- West (across Adelaide St. N.) – recreational soccer/ sports fields

1.2 Proposed Development

The proposed development would have a ground floor area of 981.0m² (10,560ft²). It is anticipated that the ground floor will be divided into at least 4, and at most 6 commercial retail units for future commercial and/or office uses. The building would only be one storey in height.

The development would be placed close to the Adelaide Street right-of-way to help animate the streetscape and allow convenient pedestrian access to the development in keeping with City Commercial Urban Design Guidelines. Ingress and egress to and from the site would be provided from Windemere Road, and approximately 77 parking spaces would be provided.

The proposed development would utilize full municipal services which are available. Landscaping would be incorporated along the periphery of the site to help screen the parking areas, buffer adjacent recreational land uses, and help create attractive

streetscapes along Adelaide Street, and Windermere Road. The proposed development would follow relevant site plan and commercial urban design guidelines to ensure a high quality and attractive development

1.3 Design Goals & Objectives

The design objectives of the proposal are primarily to create a commercial development that:

- is in keeping with the general urban design guidelines and land use policies of the City of London Official Plan;
- is in keeping with the City of London's Commercial Urban Design Guidelines;
- is complimentary in scale and form to surrounding land uses;
- visually enhances the streetscapes along Adelaide St. N., and Windermere Drive.;
- is sympathetic to and agreeable with the architecture of surrounding development;
- contributes to the vitality of the local area; and
- utilizes landscaping features to enhance the visual amenity of the site and provide appropriate screening.

1.4 Design Response to City Documents

The design policies relevant to the proposed development are taken from the City of London Official Plan. A review of these design related policies as they apply to the proposed development is outlined below:

1.4.1 City of London Official Plan - Urban Design Guidelines

1) 11.1.1 i) **Natural Features:**

The form and design of new development shall complement and protect any significant natural features such as river valleys, ravines, wooded areas and parklands that form part of, or are located adjacent to, the site.

The proposed development has been designed to limited impact to natural features. Existing trees will be retained wherever feasible and new functional and aesthetic landscaping would be incorporated into the new development.

2) 11.1.1 ii) **Trees:**

To the extent feasible, existing trees of desirable species should be retained and incorporated into the landscaping plans for new development through the adoption and implementation of tree preservation policies. Also, designs for new development will consider the need for suitable locations to accommodate the planting of street trees.

As was mentioned above, wherever feasible, existing trees will be retained. Street trees will be planted along the frontages of the site.

3) 11.1.1 iii) **Open Views:**

To the extent feasible, new development should minimize the obstruction of views of natural features and landmarks.

Views to significant natural features or landmarks will not be obstructed by the proposed development.

4) 11.1.1 iv) **High Design Standards:**

Emphasis will be placed on the promotion of a high standard of design for buildings to be constructed in strategic or prominent locations such as within, and at the perimeter of, the Downtown, near the edge of the river valleys, or along the major entryways to the City.

Although not strategically or prominently located, the proposed development will be of a high quality and apply all relevant site plan and urban design guidelines.

5) 11.1.1 v) **Architectural Continuity:**

The massing and conceptual design of new development should provide for continuity and harmony in architectural style with adjacent uses which have a distinctive and attractive visual

identity or which are recognized as being of cultural heritage value or interest.

While the majority of surrounding land uses are recreational in nature, and are not defined by a built form, the proposed development will have regard for the local architecture of the area, and utilize attractive materials such as wood, and clear glazing that will contribute to the public realm.

6) **11.1.1 vi) Redevelopment:**

The relocation or replacement of incompatible land uses and the redevelopment of derelict properties will be encouraged.

The proposal represents a high quality commercial infill redevelopment that is appropriate and desirable for the Adelaide Street and Windermere Road area.

7) **11.1.1 vii) Streetscape:**

A coordinated approach should be taken to the planning and design of streetscape improvements in commercial areas, including the upgrading of building facades, signage, sidewalks, lighting, parking areas and landscaping.

The proposed development will ensure a high quality streetscape along Adelaide Street North and Windermere Road. Glazing will be applied generously throughout the building façade to ensure a strong connection to the public realm, and high quality building materials will be used in the façade of the

building. Signage and lighting will be in conformity with the appropriate by-laws, and functional and aesthetic landscaping will be applied in the front and exterior side yards of the development.

8) **11.1.1 viii) Pedestrian Traffic Areas:**

In pedestrian traffic areas, new development should include street-oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas.

Landscaped setbacks and walkways into the commercial building from the public sidewalk and parking area would be provided to enhance the pedestrian environment.

9) **11.1.1 ix) Access to Sunlight:**

The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets. In reviewing proposed developments, access to sunlight for adjacent properties should be maximized to enhance the potential for energy conservation and the amenity of residential areas and open space areas, such as parkettes and outdoor plazas.

The design, scale, and location of the new building would not affect sunlight access to any surrounding properties.

10) 11.1.1 x) **Landscaping:**

Landscaping should be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets.

Wherever possible, existing trees will be retained to maintain the privacy and amenity of adjacent properties. Further, new landscaping will be applied around the perimeter of the site, especially along the front and exterior side yards of the site. Appropriate landscaping will also be applied to help screen parking areas.

11) 11.1.1 xi) **Building Positioning:**

Where a proposed development consists of a grouping of buildings, the buildings should be positioned to define usable and secure open space areas on the site....

The site layout of the proposed commercial building will enhance the Windermere Road and Adelaide Street North streetscapes, and help delineate usable open space. It should be noted that given the difference in grade between the corner of the streets and proposed building, a direct walkway from the corner intersection to the building would have required steps to be created. Nonetheless, direct pedestrian connections from the public sidewalk along Adelaide Street into the site and proposed building would be created.

12) 11.1.1 xii) **Accessibility Standards:**

The design of new buildings should incorporate the City of London Facility Accessibility and Design Standards (FADS) to facilitate access and use.

The proposed commercial development would follow all relevant FADS (Facility Accessibility Design standards) and Ontario Building Code (OBC) standards to ensure full site and building accessibility and use.

13) 11.1.1 xiii) **Parking and Loading Facilities:**

Parking and loading facilities and driveways should be located and designed to facilitate maneuverability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.

The road layout of the site has been designed to ensure fire route access to the building, and minimum traffic disruption getting to and from the site. Further, adequate parking area has been provided for the proposed use.

14) 11.1.1 xiv) **Privacy:**

To the extent feasible, the design and positioning of new buildings should minimize the loss of privacy for adjacent residential properties.

There are no dwellings directly adjacent to the subject lands. Nonetheless, landscaping along the front and exterior side yards will help preserve the general residential amenity of the nearby neighbourhood.

15) 11.1.1 xv) **Outdoor Space:**

For multiple forms of low-rise residential development, such as row housing, each unit should be provided with adequate and clearly defined outdoor living space.

Not applicable

16) 11.1.1 xvi) **Play Areas:**

Residential developments that are likely to house families should include an appropriately sized outdoor children's play area that is safely accessible from all units in the development.

Not applicable

17) 11.1.1 xvii) **Recreational Facilities:**

The developers of medium or high density residential projects shall be encouraged to provide recreational facilities appropriate to the size of the development and the needs and interests of the intended residents.

Not applicable

18) 11.1.1 xviii) **Noise Attenuation:**

Where residential development is affected by adverse noise conditions, the use of urban design features such as building orientation, location of outdoor open space relative to the noise sources and noise attenuation measures will be encouraged subject to policy 19.9.5., 19.9.6. and 19.9.7. of this Plan.

The proposed development is not anticipated to generate significant levels of noise that would affect neighbouring properties.

19) 11.1.1 xix) **Waste Management:**

In order to encourage the reduction, re-use and recycling of waste, new development should incorporate waste handling, composting and recycling facilities into their site design.

Waste and recycling facilities which will be incorporated into the new development will be screened and sealed in a manner that will minimize noise, odour and pest issues.

20) 11.1.1 xx) **Resource Conservation:**

New developments shall be encouraged to minimize energy and water use and where feasible, to provide for the conservation of building materials through re-use, recycling and renovation.

Wherever feasible energy efficient technology, and recyclable and reusable materials will be used in the design of the proposed commercial building.

21) 11.1.1 xxi) **Gateways:**

Gateways are important elements in the creation of a sense of place and arrival, and provide visual signals that both define and distinguish an area. Gateways occupy strategic and prominent locations, and are primarily associated with major entrances to the City, districts or to neighbourhoods. Gateways may be created through the placement of buildings, landscape features, or the design and architecture of the buildings or structures themselves that frame or create the gateway or entrance.

All plans, application for amendments to the Official Plan, amendments to the Zoning By-law, and approvals for plans of subdivision that are proposed in gateway locations will be required to demonstrate how the proposal will achieve high quality design, high quality landscaping and the creation of an attractive street edge.

While the proposed development will be of high quality, the development is not on lands that are in a strategic or prominent location within the City.

1.4.2 City of London Official Plan – Commercial Urban Design Guidelines

Applicable building design and parking and pedestrian orientation policies from the City's Commercial Urban Design Guidelines which are respected by the proposed development include:

1) Building Design

- Ground floor facades that face public streets should incorporate arcades, display windows, entry areas, awnings or other features such a repeating colour change and/or texture change along at least half the length of the façade.
- Where possible, buildings adjacent to public streets should orient their principal entrances to the street. The street level façade should include windows for at least half the length of the building façade. Where store entrances front the parking area, the visual impact of the blank walls should be mitigated by incorporating other best practices listed (wall plane projections, texture changes, or roof treatments) along the street-line façade.
- Areas for outdoor storage, truck parking, trash collection or compaction, loading, or other service uses should not be visible from abutting streets. Such areas should be located in the rear yard or in an appropriately screened side yard.

- Variable rooflines are encouraged to reduce the mass and scale of large buildings and to add visual interest. At least one such change should be located along each façade which fronts or flanks an arterial collector or roadway.
- Each principal building on a site should have clearly defined, highly visible customer entrances incorporating several of the following features: canopies or porticos, overhangs, recesses/projections, arcades, raised cornice parapets over the door; peaked roof forms, arches, outdoor patios, or display windows.

2) Pedestrian and Parking Orientation

- Where smaller commercial buildings are proposed along the street frontage, the maximum building setback should accommodate not more than two rows of parking spaces and associated landscaping.
- Sidewalks shall be provided along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas. Weather protection features such as awnings should be provided for customer entrances.
- Loading docks, truck parking, outdoor storage, trash collection, and other service functions shall be incorporated into the overall design of the building and these areas should be screened from adjacent residential properties and public streets by appropriate landscaping features. The

combination of vegetation and berming should provide for full screening of the above items from public view.

- Perimeter/edge landscaping and island landscaping should provide a suitable environment so that the vegetation can grow and mature. Vegetation should be mixed in terms of height and appearance to create visual interest.

1.5 Spatial Analysis

The proposed development is at a transitional point from open space to high density residential lands to the south and low density residential lands to the north. The land uses immediately surrounding the proposed development are largely recreational but residential developments are within a short commute of the subject lands. Adelaide Street is a major north to south arterial in the City. The average annual daily traffic (AADT) volume for Adelaide Street North in this area is approximately 11,000 vehicles. 400m and 800m maps of the surrounding areas and street view images are provided below to illustrate the community context of the development.

1.5.1 Community Context - 400m & 800m

As was mentioned earlier, the closest neighbouring land use to the proposed commercial building is a restaurant (The Waltzing Weasel) with an associated golf facility (Tin Cup). Within 400m of the subject lands are virtually all Open Space lands, some of which are associated with the Thames River corridor. Beyond the 400m mark to 800m, the lands still remain predominantly Open Space in nature,

however, some low density and high density residential lands are just within 800m of the subject site.

Given the nature of the proposal, no significant site suitability or land use compatibility issues are anticipated, and the proposed development is expected to contribute to the vitality of the local area.

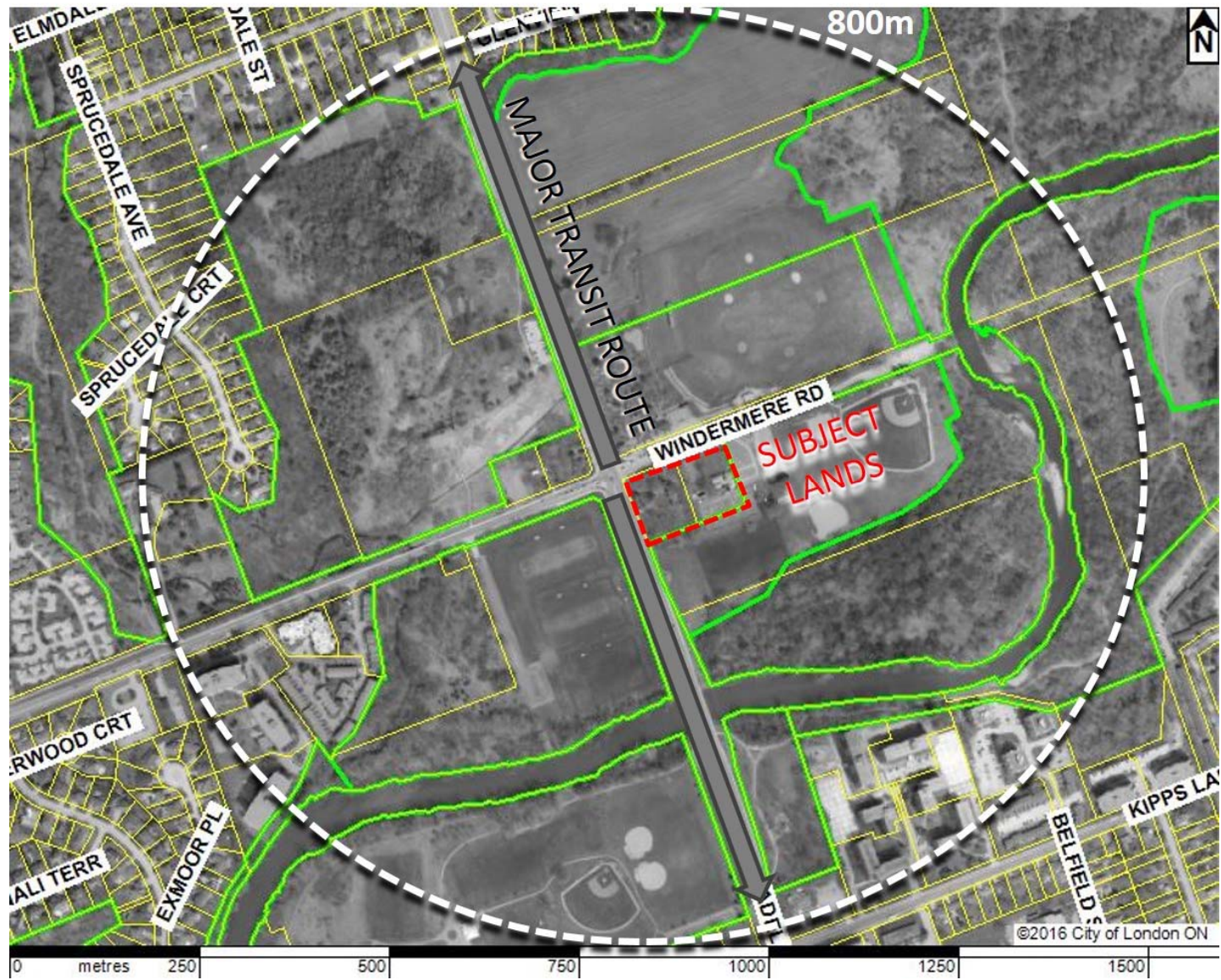


Figure A: Map of Subject & Surrounding Lands – 800m




-  Existing Pedestrian Public Sidewalks
-  Existing London Transit Commission (LTC) Bus Route
-  Major Transit Route



Figure B: Map of Subject & Surrounding Lands – 400m

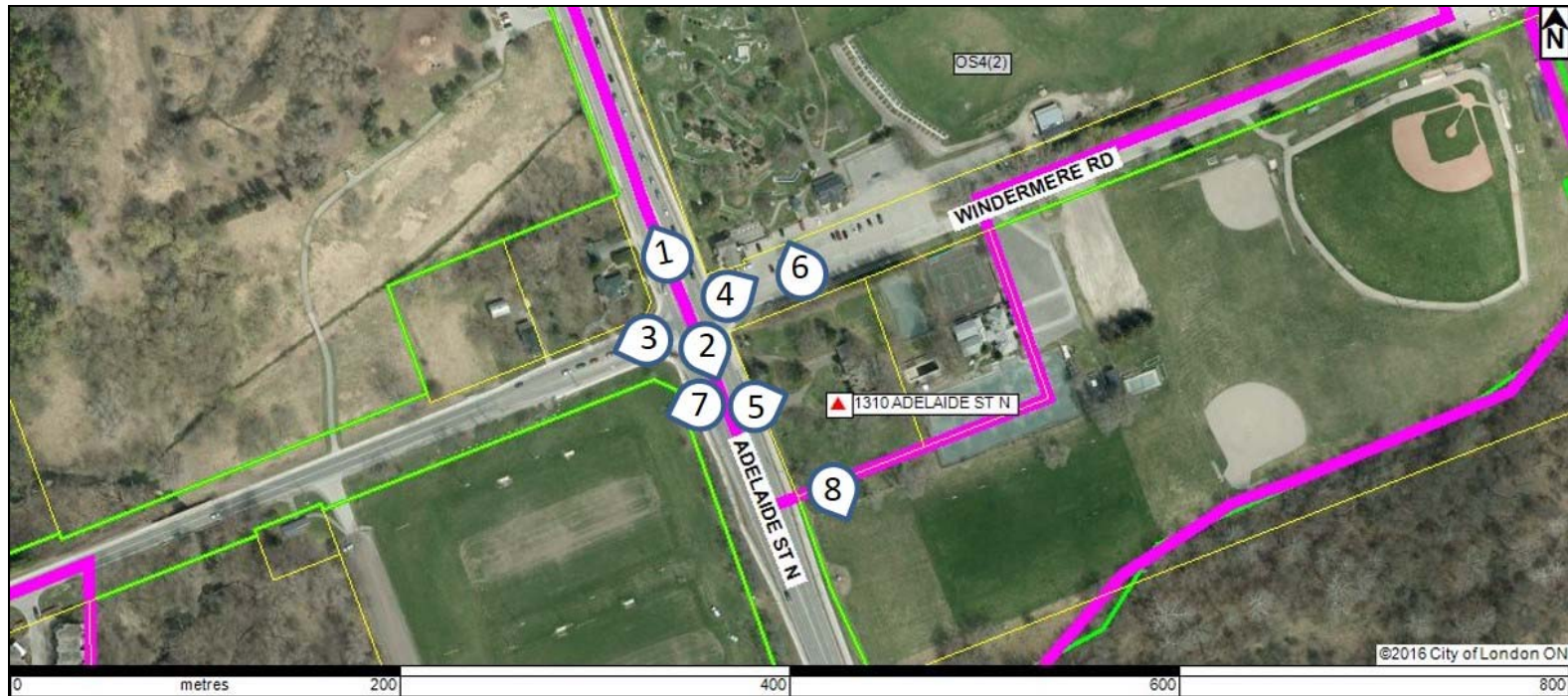


Figure C: Photographs Reference Map

A brief strengths, weaknesses, opportunities and threats (SWOT) analysis of the site/proposal and its relation to the surrounding neighbourhood is outlined below:

STRENGTHS

- The proposed development would suitably redevelop existing commercial lands
- The subject lands are sufficiently large to accommodate the proposed development
- The proposal would create complementary commercial and office uses to those in the surrounding area
- The proposal provides opportunities for local employment

WEAKNESSES

- The location of the subject lands requires considerable flood proofing measures to be undertaken

OPPORTUNITIES

- Build on the above mentioned strengths
- Use high quality and durable materials for the proposed commercial and office building that will create a high quality infill development that enhances local streetscapes
- Provide functional and aesthetic landscaping that will screen parking areas and contribute to local streetscape, as well as

protect the privacy and residential amenity of dwellings nearby the subject lands

THREATS

- None



Figure 1: Northerly View of Adelaide Street N. Streetscape



Figure 3: Westerly View of Windermere Road Streetscape



Figure 2: Southerly View of Adelaide Street N. Streetscape



Figure 4: Easterly View of Windermere Road Streetscape



Figure 5: View of Subject Lands/Existing Building from Adelaide Street N.

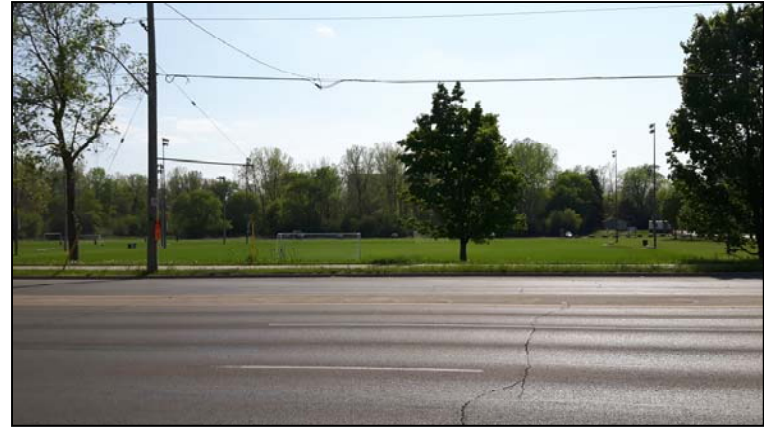


Figure 7: Soccer Field West of Subject Lands



Figure 6: View of Adjacent Golf Course Lands from Subject Lands



Figure 8: Soccer Field South of Subject Lands

SECTION 2 - DESIGN PRINCIPLES & DESIGN RESPONSES

2.1 Conceptual Design

In addition to the design objectives stated earlier, general design principles that were regarded for the proposed development include:

- Orienting the new building as close as possible to the street to help define the public space of the street and achieve a more urban character;
- Ensuring blank walls do not dominate the streetscape – while contemporary in character, the design of the proposed building is harmonious in scale, massing and architectural treatment with surrounding development;
- Providing pedestrian connections from the public sidewalks into the site where feasible to do so;
- Ensuring landscape design is complimentary and unifies other urban design objectives including building form, pedestrian and vehicular access points, and parking location;
- Locating utilities underground wherever feasible to minimize streetscape clutter; and
- Utilizing suitable lighting that will not create light pollution, help increase the attractiveness at the site at night, and encourage the use of public or shared areas of the site.

Conventional materials used for commercial and office development such as wood and glazing will be utilized in the proposed development to create a quality and visually appealing commercial site that will cater to the needs of the surrounding community. The choice and colour of materials used are in keeping with surrounding development and are appropriate for the building type proposed as well as the scale of the development. Planned building material details can be seen in the architectural elevations and renderings provided in the Appendix.

Also, the massing and scale of the proposed development remains at a comfortable "human" scale which is compatible with the surrounding low density residential and commercial land uses. The proposed development recognizes the importance of the public realm and in turn will help create a visually pleasing streetscape for pedestrians through the use of functional and aesthetic landscaping, avoiding blank walls, and utilizing suitable detailed design elements. The site layout of the proposed development will successfully incorporate the site with surrounding land uses, while ensuring vehicular access to the site is integrated with the overall built form. It is anticipated that given the nature of the proposal, surrounding residents will increasingly utilize the planned commercial uses at the subject site for their daily and weekly shopping needs.

2.2 Public Realm

Landscaped setbacks and walkways into the commercial building from the public sidewalks and parking areas would be provided to enhance the pedestrian areas of the site and contribute to the public realm. Further the use of elements such as decorative light fixtures will help to demarcate entrance areas and provide desirable lighting that will attractively illuminate the site at night. In addition, garbage and utility areas will be screened from public view.

Additionally, visual interest will be increased by both a repeating colour change and texture change along the façades of the planned commercial building. The varied roofline will also add to the visual interest of the building, and the generous use of glazing will allow a strong visual connection to, and help animate the streetscapes of Adelaide Street North and Windermere Road.

2.3 Sustainability

A number of environmental and sustainability measures are being considered for the proposed development. The most feasible measures being considered include:

- water efficient landscaping;
- reduced energy requirements through efficient building systems;
- using high-efficiency glazing which is higher in efficiency and sealing capacity;

- utilizing recycled content in building materials (re-claimed brick, etc.);
- using regional materials and services;
- using low V.O.C. emitting materials; and
- using renewable materials wherever feasible.

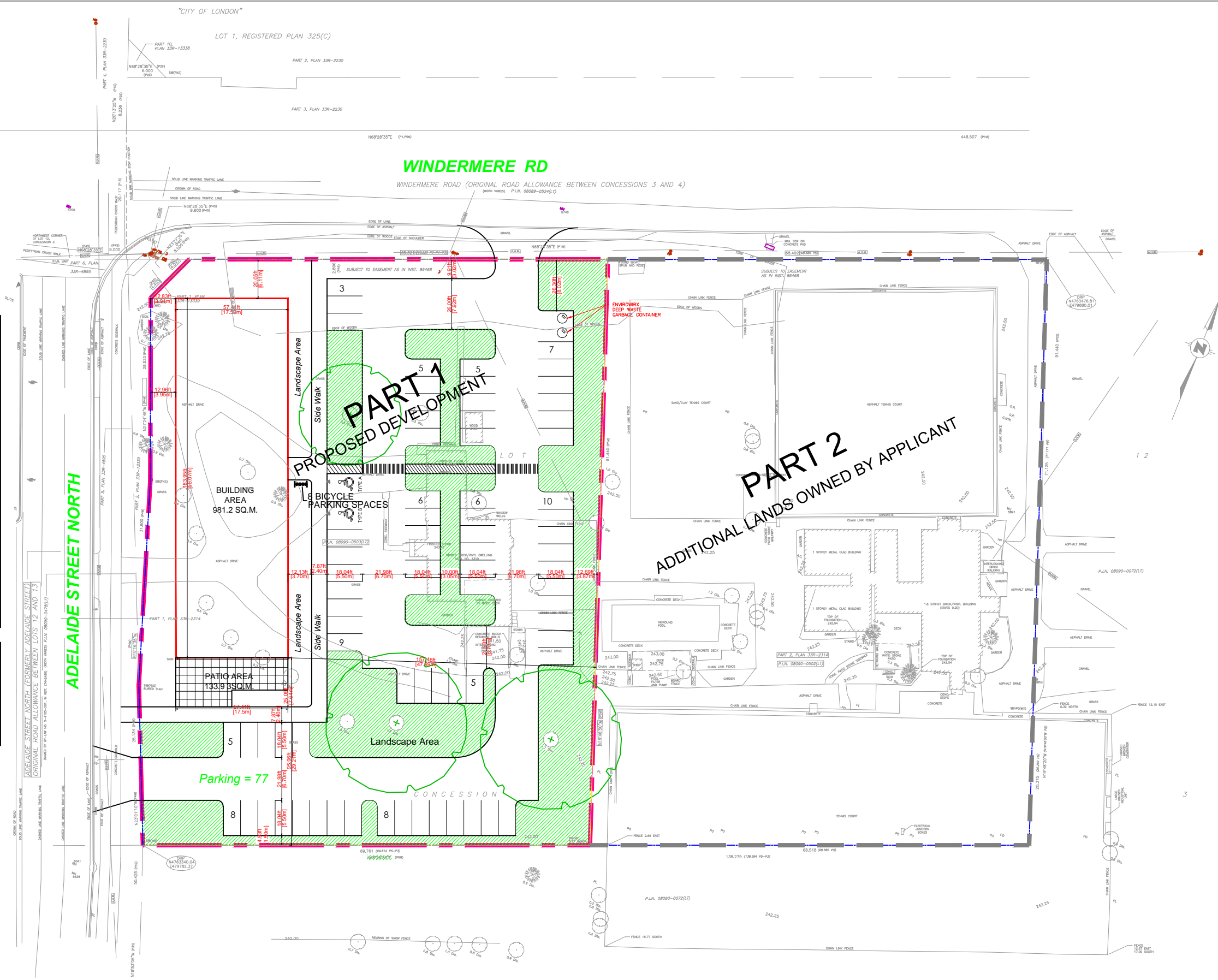
The use of a number of the aforementioned sustainability measures in conjunction with the implementation of the City's urban design and site plan standards will create an attractive commercial development that is of high quality.

APPENDIX

- PRELIMINARY SITE PLAN
- PRELIMINARY ELEVATIONS
- PRELIMINARY RENDERINGS

| SITE DATA | | |
|---|--|----------------------------|
| PART 1 (PROPOSED DEVELOPMENT) | | |
| ZONE: | EXISTING - OS4(2) | PROPOSED - OS4(2) |
| REGULATION | REQUIRED | PROPOSED |
| PROPOSED USE: | RETAIL/RESTAURANT/ OFFICE | RETAIL/RESTAURANT/ OFFICE |
| MINIMUM LOT AREA: | 4,000 sq.m. | 6,445.9 sq.m. |
| MINIMUM LOT FRONTAGE: | 15.0 m | 65.3 m |
| MINIMUM FRONT YARD DEPTH: | 6.0 m | 6.1 m |
| MINIMUM EXTERIOR SIDE YARD DEPTH: | 8.0 m | 3.9 m |
| MINIMUM REAR YARD DEPTH: | 7.0 m (Abutting a residential zone) | 29.2 m |
| MINIMUM INTERIOR SIDE YARD DEPTH: | 6.0 m | 47.9 m |
| MAXIMUM LOT COVERAGE: | 10% | 15.22% |
| MINIMUM LANDSCAPED OPEN SPACE: | 20% | 40.4% |
| MAXIMUM HEIGHT: | 12.0 m | 1 STOREY (LESS THAN 12.0m) |
| OFF STREET PARKING | SHOPPING CENTRE (LESS THAN 2,000 sq.m.) REQ. 1 SPACE/ 15.0 sq.m. 1115.2 SQ.M./15 = TOTAL REQ. 75 SPACES | 77 |
| BICYCLE PARKING 7% OF REQUIRED AUTO PARKING | TOTAL REQ. 6 SPACES | 8 |
| NOTES: 1. THE RESTORATION OF ALL BOULEVARDS ABUTTING THE DEVELOPMENT WILL OCCUR TO THE SATISFACTION OF THE GENERAL MANAGER OF ENVIRONMENTAL SERVICES AND CITY ENGINEER. 2. GARBAGE RECYCLING WILL BE STORED WITHIN THE BUILDING AND WILL BE ROLLED OUT FOR PICK UP. | | |

| SITE DATA | | |
|--|-------------------|----------------|
| PART 2 (ADDITIONAL LANDS OWNED BY APPLICANT) | | |
| ZONE: | EXISTING - OS4(2) | PROPOSED - OS4 |
| REGULATION | REQUIRED | PROPOSED |
| MINIMUM LOT AREA: | 4,000 sq.m. | 6,261.8 sq.m. |
| MINIMUM LOT FRONTAGE: | 15.0 m | 68.4 m |



| | |
|---|------------------------------|
| DRAWN BY : S.M | DATE : Sept 27, 2016 |
| SCALE : n/a | DRAWING TITLE : Concept Plan |
| JOB TITLE : 1310 Adelaide St N, London | DWG NUMBER : OPT 03 |

EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



PERSPECTIVE VIEW



PLAN VIEW

